





## Plymouth fish firm take over

A NEW fish business is being developed in Plymouth. The former firm of J. Arrow of Coxside, Plymouth, has been taken over by Tamar Fish Processors Ltd.

The company already has a small factory on the Barbican and the aim is to build up a business on the Coxside premises to process catches. There are hopes that, when the business is better established, it will expand to deal with most popular forms of fish processing.

## BLUE LING

From page one  
Norway trawls away seem dogged by misfortune. Last month the Boston Group's *Boston Phantom* drew a blank and hit many troubles in the bargain. Now the most recent attempt by BUT's *Vivaria* (Skipper Roy Kurz) ended unhappily last week with a ten-day broken trip of only 53 kits which grossed £1,561.

The 189 ft. *Vivaria* — second highest earner at Grimsby last year — had her attempt thwarted by persistent winch troubles and, eventually, owners BUT were forced to recall her.

# Fine as boat fishes on? Skipper defies DoT ban

BRIXHAM fisherman, Stan French, has carried out his threat to put to sea in defiance of the Department of Trade ruling that his trawler is unsafe because she does not meet DoT stability regulations.

Skipper French, who lives at Sidmouth, had tied up his trawler *Our Adriatic* in Brixham harbour for nine weeks because of the ruling.

But on Monday, as he put out for the fishing grounds on a 36-hour trip that could cost him a £400 fine, he said: "I am going to sea because I cannot afford not to."

"If I am caught, I won't be able to pay the fine because I settle too many other bills to settle. I feel this is the only way to stir things up and get the regulations out into the open."

Skipper French is putting to the test his contention that the government regulations,

Fishing Vessels Safety Provisions 1975, are really aimed at large trawlers which go to sea for weeks and not smaller ones like his, which are only at sea for a matter of hours.

He claims that the new stability regulations have brought him to the verge of bankruptcy and warns that other fishermen in the south-west could face the same situation.

He calculates he has lost £1,000 in the two months since the ban was imposed. He claims that *Our Adriatic*, which he has owned since 1972, is stable and safe.

An officer of the DoT said Skipper French's action has laid him open to prosecution and that, if legal action is taken, it would be the first prosecution in the country in this section of the Act.

Last week the 34-year-old trawler put to sea on a rescue mission.

The boat was the only one available in Brixham harbour when *Sydo* (Skipper David Ould) broke down six miles off the coast in Force 5-6 winds. *Our Adriatic* towed *Sydo* safely home.

Devon Sea Fisheries Committee held a special meeting with the Fisheries Organiza-

tion Society, and local fishermen's organisations, early this month to discuss their concern at the way in which the Fishing Vessels Safety Provisions 1975 were implemented in the district.

It was unanimously agreed at the meeting that a telegram should be sent to the Rt. Hon. Stanley Clinton Davis, MP, Under-Secretary of State for Aviation, Shipping and Companies.

It read: "As a result of implications which could not have been foreseen, this committee demands an immediate suspension of the Fishing Vessels Safety Provisions 1975, and calls for a special Committee of Inquiry to be set up to review their content and impact on the existing inshore fishing fleet. Full inshore representation at this committee should be afforded."

The committee has also called on south western Members of Parliament to support the fishermen's case.

## College course for the patrol men...

THE Department of Nautical Studies at the Grimsby College of Technology has been chosen to run a series of courses for Royal Navy officers' patrol duties.

The courses will cater for 12 Lieutenants (Lieutenant Commanders on a residential basis lasting one week). The officers will be based in depth on all aspects of fisheries patrol duties and the curriculum will be intensely practical.

## London

Before moving down to Grimsby college, the officers will spend one week in London being briefed on fisheries administration which, like the course on Humber, will combine both British and Common Market angles.

In addition, the officers will have the benefit of meeting members of the active Grimsby Trawler Officers' Guild and exchanging views and ideas on the fisheries protection with many of the most experienced skippers in the UK fishing industry.

In the past, this sort of liaison has helped sort out misunderstandings which crop up and it will form most vital part of the course.

This is the first time Grimsby college has been chosen to instruct RN personnel in fisheries protection although it has run a similar type of course for civilian visitors.

The first course starts at the end of the month. It has been arranged in conjunction with Ministry of Agriculture, Fisheries and Food.

## New cobbles

LATEST additions to the shore fleet at Redcar are the Whitby-built cobbles *Princess Anne* (from the Gordon Clark yard for Ken Roper) and *Silver Jubilee* (for Ed Smithson, Muirhead). Both cobbles arrived last Saturday night. *Silver Jubilee* was built at the yard of J. Lowther.

## FAMILY'S AWARDS

A FATHER and son lobster boat crew have been given awards for a courageous rescue made last year.

The Secretary of State for Trade, Edmund Dell, awarded a place of plate to Peter Wilson Hood, and to his son Peter Robert Hood; in recognition of the services they rendered when the fishing vessel *Vigilant* was in distress off St Abbs harbour on September 29.

While on passage from Bell Rock towards St Abbs Head, *Vigilant* ran aground on one of a cluster of rocks known as the Ebb Cerris.

At the time visibility was very poor, there was an

onshore wind with very substantial sea and swell which made conditions very dangerous among the many rocks in this area.

The skipper and three of the crew members were in their bunks when she grounded and, although an inflatable liferaft was launched, before they could put on their life-jackets and board the vessel sank.

The five men had to jump into the water and only one was able to get hold of the liferaft.

Mr. Hood and his son were at St Abbs harbour with their lobster boat *Sterina*.

They noticed through the fog the lights of a fishing

vessel steering past the harbour and knew immediately she was heading into danger.

The two men immediately boarded *Sterina* and, with no success, met with no success, then decided to put to sea.

They arrived five minutes after *Vigilant* had sunk and, despite the danger of the surrounding rocks, immediately started rescue operations.

With great difficulty four swimmers were hoisted aboard, followed by the holding on to the liferaft.

# LAST TRY TRIP TIES UP SHIP

BOSTON Daap Sea Fisheries at Grimsby has laid up its 698-ton distant water trawler *William Wilberforce* after a 25-day trip to the East Greenland ground, ended on Monday with a loss-making £22,322 grossing for 684 kits.

The East Greenland area has the only distant water grounds not subject to quota restrictions.

The gamble by Boston, concerned at exhausting its 1977 Norwegian quotas, was the last resort to keep *William Wilberforce* fishing.

Skippered by Billy Balla, the trawler was badly hampered by ice on land, although landing over 425 kits of codotuffs and 260 of rede, informed sources put her losses at about £15,000.

After the Oslo agreement last year *William Wilberforce* was laid up because of quota restrictions. She got back into fishing late in the year.

She has been very unlucky since then. The trawler was one of the three Boston ships which lost very heavily on trips to Newfoundland in February.

We hope *Princess Anne* will be here to do the job."

## Spithead ships

THE FREEZER trawler *Princess Anne* (Skipper Peter Craven), or *Lady Parkes* (Skipper Bernard Wharham), will be among several vessels at the Silver Jubilee fleet review at Spithead on June 28.

Neil Parkes, deputy chairman of the Boston company, said: "We shall not be able to make a final decision until we can see how things are working out over the next month."

We hope *Princess Anne* will be here to do the job."

# 'Pair' skippers fly out...

TWO SKIPPERS — Colin Spall of Grimsby and David Tait of Potorhead — were this week scheduled to leave for Fortune Bay, Newfoundland, where they will instruct local fishermen in white fish pair trawling.

Skipper Spall, one-time deep-water skipper, has just completed a very successful year in the Grimsby steel multi-purpose *Mohave*.

For a three-month spell, until last June, *Mohave* and her partner sister-ship *Shamrock* held the Grimsby port pair team grossing record through the Tom Sleight (F.S.) Ltd. agency.

Skipper Tait will stay on possibly for almost a year to continue the instruction. The trips have been arranged through the White Fish Authority.

Skipper Tait has extensive knowledge of pair trawling for herring and his vast experience as a top seiner skipper should also prove invaluable.

It is understood that the skippers of about 20 vessels are interested in pair fishing from Fortune Bay, where conditions are particularly suited to this modern way of working rough ground where there is plenty of fish.



Skipper Colin Spall — off to Fortune Bay, Newfoundland, to teach pair-fishing methods.

## Small net-low fine

AN UNDERSIZED net cost a French skipper £3,850 in a Hull court on Monday.

Skipper Pierre Cuppy of the trawler *Guyonmer* was brought in to Hull by HMS *Hardy* and he pleaded guilty to a net offence under the North East Atlantic fisheries conservation agreement.

The trawler was working 90 miles east of the Humber with a net having a mesh measurement of between 42 mm. and 43 mm., when the rules specify 75 mm.

He was fined £250, with £100 costs, and his £3,850 trawl was confiscated. British laws clashed with French laws on a 20 per cent mackerel allowance with the net. The trawler had a catch of almost all white fish, however.

## COMMENT

### KRILL WOULD LAND US IN THE SOUP

THERE IS no doubt that the world-wide interest in the shrimp-like creature, krill, is beginning to hot up. What was once regarded as the food of the blue whale is being looked at as a huge sea resource to be developed for human consumption.

A report issued by the British Confederation of Fried Fish Caterers' Associations is now urging Britain to get in on the act. This could be done, says the report, by extending British limits to 200-miles around the small islands we own in the South Atlantic, including the Falklands, Tristan da Cunha and the Ascensions.

Apart from other species, these islands are rich in krill stocks and the report points out that fleets from Russia, Poland and Germany are taking advantage of them.

While it might make good sense to claim ownership of these waters, it would be highly optimistic to view this as a future development area for British trawling.

So far, it is the Russians who have made most of the running in the krill fishery, processing it into a paste and soup product. As a state-owned fleet, the Russians have the advantage over our trawlers in that they do not have to fish at a profit.

With a 6,000-mile voyage facing our trawlers just to get on to the grounds, the odds against showing a financial return are impossible. To envisage basing a fleet on the islands falls to take in the immense social problems that this would present.

It is difficult to imagine British trawlermen greeting with any enthusiasm a plan that would mean them spending many months of the year marooned in remote areas of the South Atlantic.

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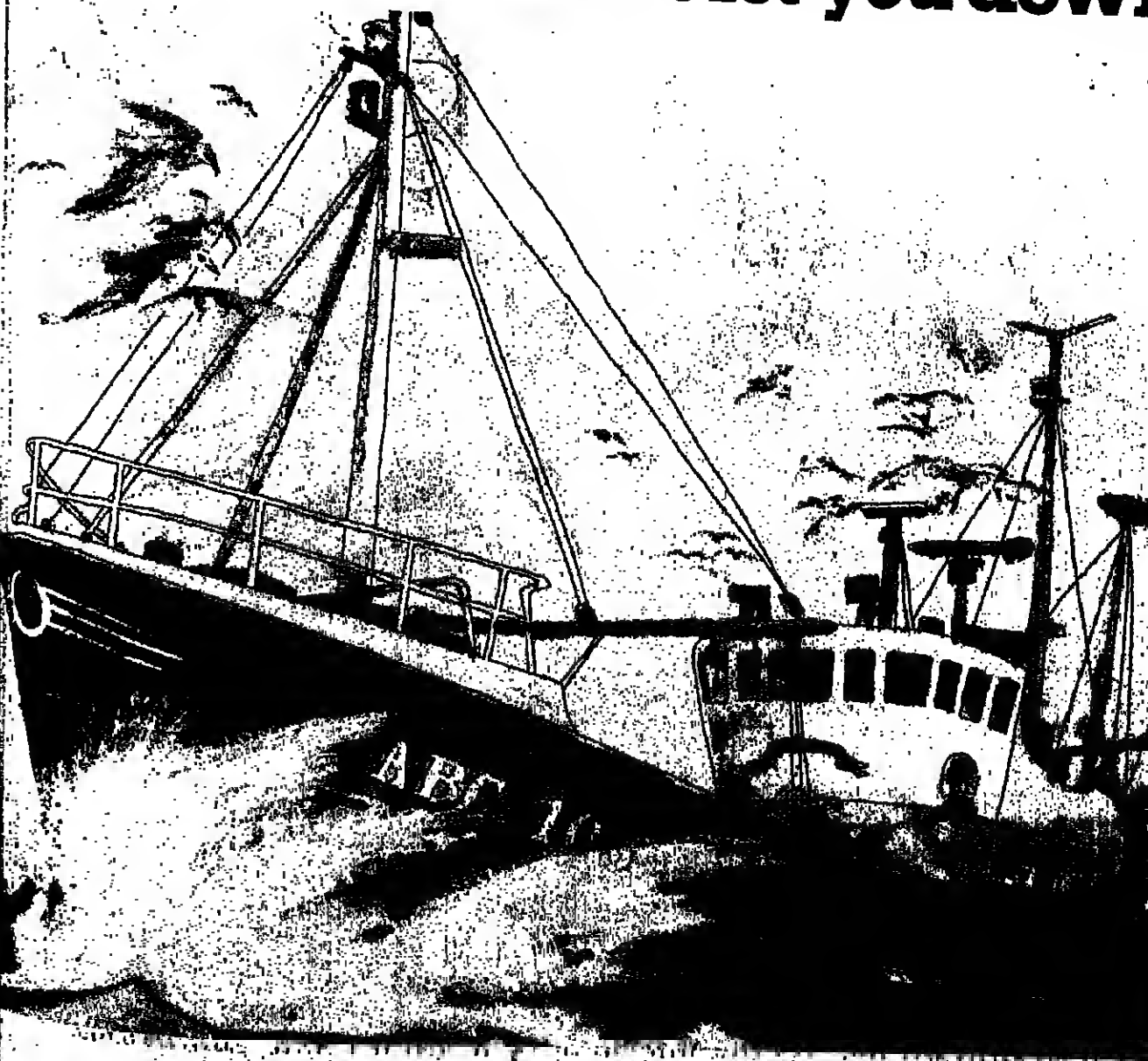
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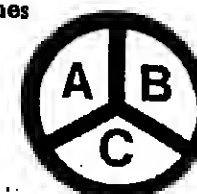
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## 'Chieftain' tops port

TWO FIVE-figure grossings were made at Lowestoft last week. Top of the week was the Small & Co. 255-ton side trawler *Suffolk Chieftain* (Sk. Edward Brightly) which brought in a 386-kit catch for Friday's market after a ten-day trip, the catch selling for £11,050.

The only other five-figure grossing was the £10,000 ex-cess of the Colne Group's 434-ton side trawler *Suffolk Chieftain* (Sk. Edward Brightly) which brought in a 386-kit catch for Friday's market after a ten-day trip, the catch selling for £11,050.

Third and fourth places went to sister-ships of *Suffolk Chieftain*, *Suffolk Venture* (Sk. Harry Baxter) and *Suffolk Challenger* (Sk. D. Atkins).

# Fined Spanish poachers told: PAY UP OR WE'LL SELL YOUR BOATS

TWO SPANISH skippers who were each fined £10,000 in Lerwick Sheriff Court last Friday for illegal fishing were told to pay the fines or have their boats sold.

The skippers admitted fishing illegally inside the 200-mile limit and £20,000

was lodged with the sheriff-clerk in Lerwick on Tuesday afternoon. The vessels sailed that night.

The skippers, Alvaro Otero and Eduardo Lorenzo, were also allowed to purchase their confiscated gear and 100 tons of fish for an undisclosed sum. In court on Friday their pair trial was stated to be worth £7,800.

Instead of imposing a statutory 90-day prison sentence alternative to the £10,000 fines, Sheriff Alastair MacDonald ordered their boats to be detained and, if the fines were not paid, that they should be sold.

Alvaro Otero and Eduardo

Lorenzo admitted fishing 14-miles off the northern tip of Shetland, well within the new 200-mile limit.

"This week this court has dealt with four foreign masters convicted of offences against our fishery laws," Sheriff MacDonald said. "Great credit goes to the Royal Navy for making the arrests."

"It will be the aim of this court to make the risk of poaching financially unattractive. It is the experience of this court that in this branch of law deterrent sentences are effective."

John Matthew, a local solicitor, told the court that

the two skippers "felt somewhat hard done by" because they were the most recent arrivals in the area of 10 Spanish boats.

They had arrived one day before they were arrested by HMS *Apollo*, whereas the others had been fishing in the area for four or five days.

Sheriff MacDonald commented: "I do not regard that as a mitigating fact. The Navy cannot arrest all the poaching vessels."

"If these two skippers feel ill-done by, they can rest assured that any others brought in will be dealt with in the way I propose to deal with them."

## 'Pair' raise own record

THE TOP Grimsby pair trawlers *Margarethe Bojen* (Skipper Jens Bojen) and *Frances Bojen* (Skipper John Richardson) have done it again.

The pair, back from a 16-day North Sea trip on Monday, pushed the pair trawling grossing record to a new high with a combined £42,407 for 1,160 kits, mostly cod and coddling.

In 12 months the two vessels have now broken the port's record six times.

*Margarethe Bojen* landed 634 kits to gross £23,566, while *Frances Bojen* made £18,838 for 526 kits.

Both operate from the John R. (Fish Salesman) Ltd. agency.

## ANOTHER AWARD

THE MARCONI International Marine Co. Ltd. has won a 1977 Queen's Award for Export Achievement.

The electronics company's export sales have more than doubled over the past three years, increasing by 27 per cent during the last year alone.

David Furneaux, managing director, said: "We are delighted to receive the recognition of our success in increasing our business activity and market share at a time when there is a worldwide decline in the building of new tonnage."

The 1977 Award is the second won by Marconi Marine for export achievement, the first being won in 1972.

A NEW by-law banning fishing for flat fish in already partially prohibited areas of Start Bay is being drawn up by Devon Sea Fisheries Committee to protect nursery grounds.

April 22, 1977



Tory candidate Robbie Blair (above) has a lot to offer Grimsby's fish workers after a lifetime in the fish industry, while Austin Mitchell (below) is well-known to voters as a TV newscaster and interviewer. He represents Labour.



## Probe into 'Gaul' find

RESULTS of an analysis of part of a liferaft container identified as put aboard the Hull trawler *Gaul* may take up to three months, Stanley Clinton Davis, Under Secretary for Trade, has said in a written reply to James Johnson, Labour MP for Hull, West.

The container was found in the trawl of the freezer *Marbella* on March 2 on the North Cape Bank.

*Gaul* is believed to have been lost in the broad area where a liferaft part was found on February 8, 1974.

The Ministry of Defence Central Dockyard Laboratory is examining the container.

## 'Warn EEC on limits'

TEDDY TAYLOR, a leading Conservative Scottish spokesman, said after a "depressing" official meeting with a Minister that the time may soon come when the British government will have to make it clear to the EEC that "we cannot close our mind to unilateral action".

Mr. Taylor had an official meeting with Hugh Brown, Under Secretary for Scotland, and his principal Service adviser on fishing.

He pressed the government's case that the industry is facing a situation of total uncertainty and urged the Minister to redouble his efforts to obtain an agreement with the EEC to ensure that Scotland and Britain were to secure a substantial and adequate exclusive zone and our shores.

He pointed out that our national and international experience of quota management made it clear that these were difficult to manage and police.

Mr. Taylor said that he found the meeting very interesting but, in fairness, pointed out that the govern-

ment did not have a strong bargaining position because new agreement with the EEC depended on all member states agreeing.

On the other hand, a new agreement was vital if Britain is to get credit for the fact that she is contributing about 60 per cent of the fish in the EEC pool.

"It is clear that little progress is being made in the discussions, despite the government's efforts, and I feel that the time may come soon when the government will have to make it clear that we cannot close our mind to unilateral action."

"Of course, this would produce a major conflict, but it might just be the catalyst which would produce a willingness on the part of the EEC to accept the justice of the British and Scottish case."

While Mr. Blair and Mr. Mitchell are sure to be the front-runners, there are certainly at least three other candidates. The Liberals have nominated the highly respected leader of the local Liberal Party, Councillor Andrew De Freitas, who has been canvassing strongly for several weeks.

Also definitely standing is Mike Stanton, a local dockworker, at 24 the youngest contestant. He stands for the Socialist Worker Party.

Mr. Stanton describes himself as a 'militant dockworker' and announced his intention to stand in the middle of a month-long strike

The final candidate is Peter Bishop (47) of Southampton, representing his own Sunning Party. He recently stood at the Rotherham by-election but lost his deposit.

The issue of the fishing industry has already figured prominently with the three

Tory party leader, Margaret Thatcher, has promised to visit Grimsby on April 25 for a meeting and one of her 'walkabouts'.

There will be plenty of big name politicians in the port to support the candidates. Liberal leader David Steel has already visited the Liberal HQ, as has Cyril Smith.

For Mr. Mitchell, the Labour big-guns include MAFF Minister John Silkin, who shared the platform with Labour's Deputy Prime Minister, Michael Foot, on Tuesday, while Mr. Crosland's successor as Foreign Secretary, Dr. David Owen was due in Grimsby today (Friday).

Major parties. The Liberals have urged fishermen to press for government aid, while Mr. Mitchell has pledged his support for an exclusive 50-mile UK fisheries zone and bitterly attacked the EEC for strangling the fishing industry at Grimsby.

Mr. Blair, too, has been highly critical of the present fisheries set-up and has promised to press for urgent action to renegotiate the common fisheries policy.

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# HORSEPOWER FOR SHRIMPS

John Burgess' Log



"BECAUSE OF the high cost of fuel oil my brother and I are seriously thinking of shrimping with horses and carts as they used to do."

"We should, therefore, be grateful for as much information as you can send us about the gear we would need, where to get it and how to use it."

Since cart shankers work single-handed, you are presumably thinking of operating in company — a very sensible arrangement as it can be a dangerous job among quicksands in fog. You will, therefore, need for a start at least two good horses and two carts of special design.

## Friendly

Ideally the horses should be 'light-haives' standing 15½ hands or over — less than 15 hands is not much good for cart-shanking — and they should be powerful in addition to possessing friendly temperaments.

Carts should be built of wood, fitted with springs and bodies high on top of them to keep out the water. They should be constructed as lightly as possible to ease the work of the horses and so that they will be recoverable if you ever have to abandon them in quicksands on a rising tide.

Rubber-tyred wheels are preferable to iron-shod ones as they also help to ease the work of the horses.

To enable two nets to be towed simultaneously by each cart, you will need two 'bromers-out'. These are stout oak beams designed to be fitted at right angles to the shafts in front of the body.

When towing, two guys are led from the body of the cart to fairleads near the forward ends of the shafts, thence to the ends of the boomers-out and through holes in it to the hridles of the nets.

## Frame

Cart shank nets worked in the Ribbles estuary used to measure 10ft across the mouth and 9ft from mouth to cod-end. The mouth was held permanently open by a semi-elliptical, bark willow frame 16in high in the middle. Nets used to be made of cotton treated with boiled oil.

In addition to horses, carts, boomers-out and nate and warps needed to tow them, you will need large mesh riddles to sort small soles, plaice, flounders and crabs from the shrimps and smaller mesh riddles to sort marketable shrimps from undersized ones. Baskets and a reliable compass for each cart are also necessary.

Ashore you will need good stables for the horses, bolars for the shrimps, small baskets in which to cool them and measures for determining precise sizes of marketable catches.

You may have an idea as to where to acquire suitable horse harnesses from which you can release them quickly in an emergency and where to get carts constructed in your district. I haven't. You can, however, get shank nets, riddles, baskets, rope and so on from E. Nicholson, 164 Lancaster Road, Morcambe, Lancashire.

When you have got together all you need to commence operations, proceedure

as far as I recollect — is to walk the horses (so that they don't get overheated before entering the water) out over the sands so as to arrive wherever you are going to start towing at about one and a half hours before low water. You then rig the boomers-out, get the nets ready for shooting and enter the water.

Usual practice when working in pairs is for one to shoot his nets and proceed with them spanning about 30ft in shallow water along the edge of a bank, and the other to tow in slightly deeper water outside and astern of him.

Nets are hauled at intervals dictated by the size of catches and the latter are first sieved through large mesh riddles and then through small ones while towing continues. Normal practice is to tow until about 1½ hours after low water; then to stow nets, unrig boomers-out and trot the horses to wherever catches are to be bailed.

When deciding whether to go in for cart-shanking or not, it is wise to remember that sands, quicksands and channels in estuaries where shrimps are found in payable quantities are constantly changing and that a shanker, caught several miles offshore in fog, is not in an enviable situation.

Not only has he to steer a

compass course for home, but he has to keep an eye on the spring tides, be smart in finding his way to high water mark, be so find channels inshore of too deep to cross.

Not only have gear, catches been lost on occasions, but horses & men too.

# Anchor and chain to tow the line

"I HAVE BOUGHT a 52 x 16 x 6ft. MFV which has both a main mizen mast and am going to replace it with a comparitively small wheelhouse with a larger wheelhouse/dackhouse."

"At present the boat's ground tackle consists of about 15 fathoms of 7/8 in. chain and a 40lb. CQR anchor. Do you think this will be adequate in view of the increased windage? If not, what ground tackle do you consider should be carried?"

I do not think either the length of chain or weight of anchor carried are adequate for a 52ft. MFV with any size of wheelhouse; definitely not for one with the type of superstructure which you envisage.

Since the Standard Specifications for the Construction of Scottish Wooden Fishing Vessels lay down in the Outfit section that MFVs with an overall length of between 51ft. and 62ft. (inclusive) should carry 80 fathoms of half inch, short link, galvanised chain and a 112lb. anchor, it would be prudent to carry such tackle or its equivalent.

## Patent

If the size of chain and weight of anchor seem excessive to you, you could carry the equivalent by substituting high tensile for ordinary mild steel chain and a patent anchor for a Fisherman or Admiralty pattern anchor. (I presume that the Specifications refer to the latter type of chain and anchor respectively.)

It would be a mistake, I think, to substitute the chain, because weight is what is wanted to form a catenary in an anchor cable. But you could substitute an 84lb. Meon patent anchor for a 112lb. Fisherman pattern anchor and still have the same holding power.

When an 84lb. Meon or 112lb. Fisherman pattern anchor and 60ft. of half inch mild steel chain, for holding the boat in a blow, you could get high tensile steel chain which would be safe to use.

Tipson's 8-strand multiploit nylon rope to your 7/16in chain and keep the 40lb. CQR for use as a working or kedg anchor.

With such ground tackle I think your boat be considered to be adequately equipped, by an insurance company.

# SECRET WEAPON

A READER OF *Fishing News* in Shetland has found a contrivance washed up on the shore which resembles a miniature torpedo.

It is made of white plastic material, is 13in. long and 2½in. in diameter.

Fore end is conical and

after end rounded. Each small hole in it.

Inside there are three partitions: a forward one which was empty except for a small piece of lead weighing about one ounce; a middle one which had a small plastic container measuring 5½in. x 3½in. x 1½in. inside it; and a rear one which was empty except for a small tin of oil.

The after compartment can be unscrewed to reveal the midships one.

He would very much know what it is and forward any clues to *Fishing News* and origin to him. Other readers may be able to provide.

# Query on V.A.T.

"A QUESTION which is concerning a number of people here is whether V.A.T. is chargeable when second-hand boats are sold."

"I should be much obliged if you could let me know whether it is."

I understand that if a sells a second-hand fishing boat direct to B, no V.A.T. is chargeable. But if he sells the boat to B through a broker, the latter has to charge him V.A.T. calculated on the amount of commission he receives.

# Steely strength in link

"THE CHAIN components in the rod and chain steering gear in an MFV which I have recently bought consist of heavy galvanised mild steel links."

I would like to replace them with lengths of lighter, smaller diameter chain as these would be more suitable when the steering gear is connected to an automatic pilot.

Do you know where I could get high tensile steel chain which would be safe to use?

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# NEW GLASGOW FISH MARKET OPEN

GLASGOW'S new fish market was opened on Tuesday last week by Hugh Brown MP, Parliamentary Under-Secretary of State for Scotland.

Sited near the fruit market and wholesale warehouses, it forms part of the Blochheim food distribution area and replaces the existing market at Clyde Street/Bridgegate.

A cold store and fish processing plant are also planned for an adjacent site and it is hoped that ancillary trades will use other parts of the site to provide a comprehensive service to fish market traders.

The Blochheim distribution area is ideally situated for the rapid road distribution essential for fresh foods and facilities are provided for about 25 wholesale traders.

Ports such as Aberdeen, Ayr, Oban, Campbeltown, Skye, Ullapool and other west

coast fishing centres are the market's main sources of supply.

The building cost £573,000 and was completed in accordance with a brief compiled by Ronald Pickford, manager of Glasgow District Council's Markets Department, and fish market traders. It was built by Henry Boot Construction Ltd. for Glasgow District Council.

Last year, the market handled about 3,500 tons of fish and the figure is expected to increase.

The new market is 76m

long, 17.5m wide, and has an average height of 8m. There are timber sliding doors in the rear of the stances.

The market is like a shopping arcade at ground floor level and two rows of 20 stances face on to the buyers' walk. Administrative offices are provided above the stances at mezzanine level, with gallery access.

These stances can be allocated individually or in groups, and each is designed as a self-contained unit with light, power, com-

munications, display and servicing facilities.

'The buyers' walk is for pedestrians only to avoid the risk of contamination and to separate vehicles and pedestrians. Delivery will be direct to the rear of the stance and fish will go to buyers' collection points at the ends of the building and adjacent to the service towers by hand trolleys.

There is a parking space for 100 vehicles and the area immediately adjacent to the building is marked for delivery vehicles.

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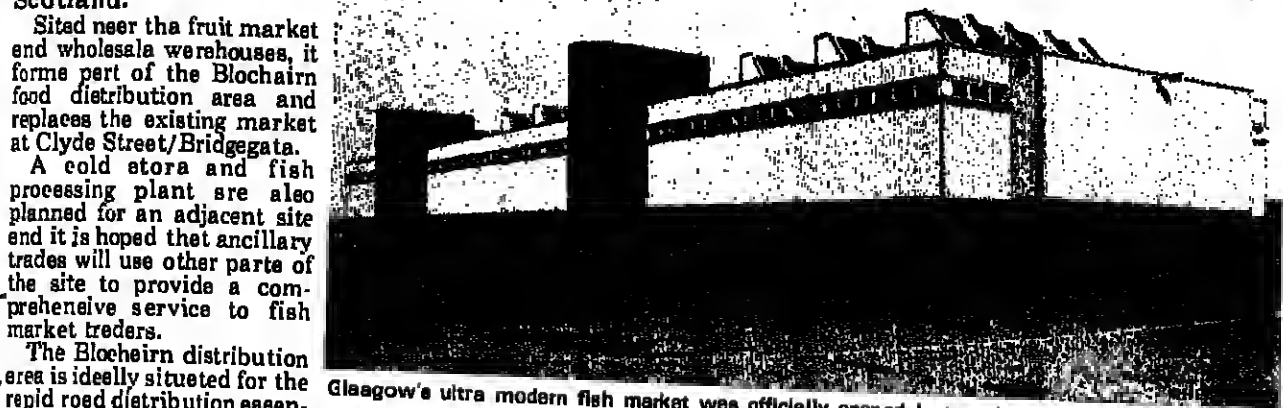
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Glasgow's ultra modern fish market was officially opened last week.



Recalling some of the stories which appeared in our columns this week 50 years ago.

APRIL 23, 1927

GERMAN inventor builds 30-footer with the propeller in a funnel opening in the bow. The water is impelled through openings either side of the bow to imitate the propulsive action of a fish breathing. The undulating principle may have an effect on the ships of the future.

ICELAND seized 26 German vessels for illegal fishing in 1926; only eight British trawlers were arrested.

SEVERE weather keeps Polperro, Cornwall, fleet in port for seven weeks. The hardships experienced by the Polperro fishermen have been great.

GLASGOW fish market workers use tins and bottles to collect whisky from the gutter when a heavy coldest and loses the barrels. Caps and wadkarchiofa used to make up the liquid were drunk and disorderly last day.

MAN ship-wrecked on a British Columbian island lies on raw shellfish for 40 days before being rescued.

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# Rudder snaps in big seas

GRIMSBY anchor-salmoners have had a terrible struggle in bad weather to keep the port supplied with North Sea fish.

Gales gusting up and down the fishing grounds vary nearly brought fishing to a standstill. Vessels returning from sea, often with tiny catches, were being tied up to await an improvement. Last weekend there were more seiners in port than at the end of January during the winter lay up.

With Grimsby merchants desperate for fish as a result of the slacking of landings by trawlers, the seiners could be making a big contribution as the weather eases up.

Last week only 13 local vessels landed and, of these, only five had over 100 kits and six less than 75 kits.

One skipper told *Fishing News*: "It is virtually hopeless. Fish are hard enough to come by at this time of the year, but the weather is beating us all the time. We cannot get on to the grounds where there is a chance of a paying trip."

Skipper Henry Haasen in *Olympic* had a particularly unpleasant shock recently which shows conditions amid the gales.

*Olympic* was dodging with her anchor gear out and engine running ahead to keep her nose into the wind when she was struck by two big seas.

The first snapped her anchor gear and the second thumped into her stern, doing some bulwark damage and sweeping away her complete rudder and shaft.

The 3-in. diameter steel rudder shaft was snapped off quite cleanly but, luckily, half was in head and the vessel was taken in tow.



*Olympic* on the slip at Grimsby last week minus her rudder.

# fishing news

Editor: Harry Barratt

Assistant Editor: Ian Strutt

Advertisement Director: Fred Purasall

Advertisement Manager: Bill Barber

Managing Director: W. A. Cathlas

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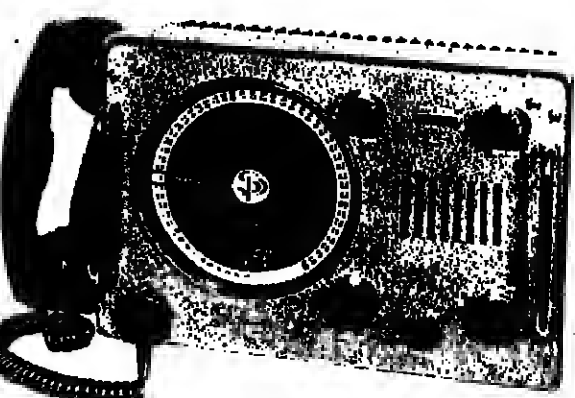
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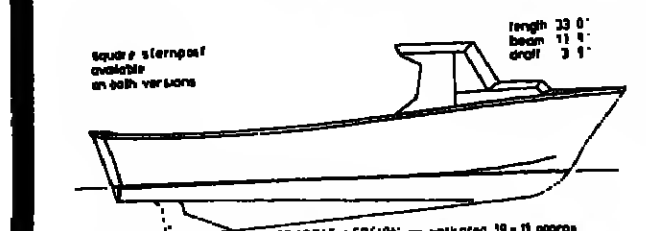
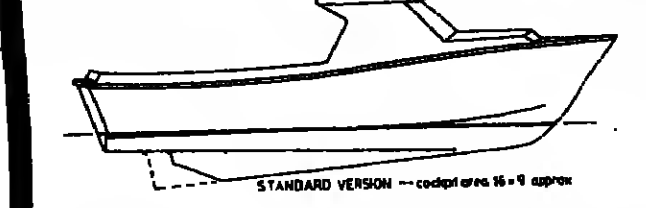
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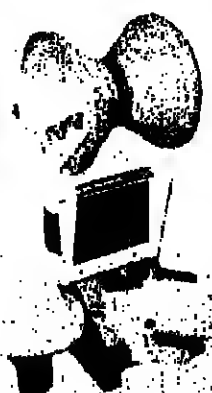
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